

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
With which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

THE  
DIRECTORY & CHRONICLE  
FOR 1909.  
Complete Edition ... \$10.00  
Small ... 6.00  
Orders may be sent to the  
Hongkong Daily Press Office and  
to the Local Booksellers.

No. 16,008. 號八零零千六萬一第 日七念月六年元統宣 HONGKONG, THURSDAY, AUGUST 12TH, 1909. 四拜禮 號二十月八年九零百九千一英港香 PRICE, \$3 PER MONTH.

## NEW PIANOS ON HIRE

AT  
\$10 PER MONTH.

TUNING AND REGULAR  
ATTENTION INCLUSIVE.

S. MOUTRIE &  
CO. LIMITED.

## WATCH THIS SPACE.

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908. [a27]

## PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SATURDAYS.  
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.45 a.m. to 12.00 Noon Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
11.15 p.m., every half hour.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1909. [a49]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [a45]

SIEN TING  
SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [504]

## BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.  
TELEPHONE, No. 696.  
The Cage, by Harold Bagbie... \$1.75  
A Sense of Humour, by Cosmo Hamilton... 1.75  
Miss Pilbury's Fortune, by C. R. Shand... 1.75  
Where Billows Roll, by Allan Baine... 1.75  
An Honest Man, by R. H. Brotherton... 1.75  
Henry in Search of a Wife, by A. Courlander... 1.75  
The Powers of Mischief, by Sir Wm. Magray... 1.75  
Man and Master, by L. L. Lynch... 1.75  
Prisilla of the Good Intent, by Halliwell Sutcliffe... 1.75  
Neath Austral Skies, by Louis Beck... 1.75  
The Wild Widow, by Gertie de Sheatworth James... \$0.80  
2855 Mayfair, by Frank Richardson... 80  
The Ending of My Day, by Rita... 80  
The Mother, by Eden Philpots... 80  
The Sex Triumphant, by A. C. Fon Davies... 80  
W. G.'s Little Book... 80  
David Baring by Joseph Hooking... 80  
A Standard Dictionary of the English Language  
Revised and Enlarged; 2 Volumes, by Funk and Wagnalls... \$55.00  
Burgess Marine Engineer and Guide Book, by Thos. Southern... 12.50  
Mechanical and Marine Engineering Science, Essays, Problems, Demonstrations, by A. N. Somerscales... 10.50  
The Civil Engineers Pocket Book, by John C. Trautwine... 17.00  
Field Engineering, a Handbook of the Theory and Practice of Railway Surveying, by William H. Seares... 10.50  
Telephones, their Construction, Installation and Maintenance, by Radcliffe and Cushing... 4.00  
Wireless Telegraphy, by Erskine Murray... 9.00

## KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.

SOLE AGENTS—  
CALDBECK, MACGREGOR & CO.,  
15, Queen's Road Central.  
[a35]

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS  
OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

	Per Case.
BRANDY ★★★★★	\$22.50
"★★★★	20.00
"★★★	17.00
WHISKY, PALL MALL	20.00
"JOHN WALKER & SONS' OLD HIGHLAND	12.50
"C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
"DOURO	13.50
SHERRY, LA TORRE	16.00
"AMOROSO	20.00
BENEDICTINE, D.O.M.	Qrs. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,  
HONGKONG AGENTS.  
[a51]

## LANE, CRAWFORD & CO.

(TELEPHONE 97).

(FORTNIGHTLY CONSIGNMENTS OF)

## "GOLF BRAND"

## YORK HAMS.

THESE HAMS ARE SPECIALLY SELECTED AND CURED  
FOR LANE, CRAWFORD & CO., WHO GUARANTEE  
THEIR EXCELLENCE AND FLAVOUR.

LANE, CRAWFORD & CO.

Hongkong, 11th August, 1909. [a33]

## SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

### SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KOBE MARU" and "SAIKO MARU" (2,877 tons each) as follows—

NORTH-BOUND.			
Leave—	Arrive—	Thursday	Saturday or Sunday
Shanghai (Steamer)	Dairen	Sunday	Tuesday
Ar. —Mukden	...	11 a.m.	...
Ar. —Changchun	...	8.50 p.m.	...
Ar. —Harbin	...	9.15 p.m.	...
Ar. —Shanghai	...	6 a.m.	...
Ar. —Harbin	...	5.55 a.m.	...
Ar. —Shanghai	...	5 p.m.	...

Connecting at Harbin with { State Express from Moscow, Wagon-Lite from Moscow, State Express for St. Pet'g.

SOUTH-BOUND.			
Leave—	Arrive—	Thursday	Saturday
Harbin (Russian Train)*	Changchun	Tuesday	Thursday
Ar. —Mukden	...	6 p.m.	...
Ar. —Changchun	...	7 p.m.	...
Ar. —Dairen	...	2.10 a.m.	...
Ar. —Shanghai	...	2.30 a.m.	...
Ar. —Harbin	...	12.30 p.m.	...
Ar. —Shanghai	...	afternoon	...

\*Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO")  
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.  
FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add.: "MANTESEU." Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722]

## LONG HING & CO., PHOTO SUPPLIES.

JUST LANDED—  
EASTMAN'S KODAK FILMS.  
FOLDING CAMERAS FITTED WITH  
"ZEISS," "GOERZ," "ROSS" LENSES ON  
COMPOUND SHUTTERS  
AT MODERATE PRICES.  
DEVELOPING & PRINTING  
A SPECIALITY. [a309]

## KELLY & WALSH, LTD.

Elizabeth Visits America, by Elinor Glyn... 1.75	FIGHTING SHIPS 1909, by F. T. JANE... 1.75
Spies of the Kaiser, by W. Le Queux... 1.75	All About Investment, by H. Lowndes... 4.50
The King in Yellow, by R. W. Chambers... 1.75	Bate's Cyclopaedia of Illustrations of Moral and Religious Truth, 15th edition... 5.50
Banzai, by Parabolism. The Invasion of America, by the Japanese... 1.75	The Russian Army and the Japanese War, Kurupkin's Memoirs, 2 Vols. Forsyth, M.D. ... 9.00
Kingmead, by Baroness von Houton... 1.75	Children in Health and Disease, by D. Forsyth, M.D. ... 9.00
The Ved, by E. S. Stevens... 1.75	Writing and Speaking. A Text Book of Rhetoric, by C. S. Baldwin... 4.50
A Sense of Humour, by E. Faber & C. Hamilton... 1.75	The Foundations of the Origin of Species. Two Essays, by Chas. Darwin... 6.50
The Conversion of Con Cregan, by D. Conyers... 1.75	Handbook of the Diseases of the Nose and Throat, by E. S. Yonge, M.D. An Atlas of Dental Extractions, by C. E. Wallis... 4.50
The House of Intrigue, by Percy White... 1.75	Club Bridge, by A. Dunn... 0.80
The Affair on the Bridge, by J. Morgan de Groot... 1.75	The Basis Side of Games, Sports and Pastimes, by H. C. Donovan... 0.80
A Village Temptress, by F. Whishaw... 1.75	God the Known and God the Unknown, by Samuel Butler... 1.30
Galatea of the Whistfield, by M. E. Francis... 1.75	Diana Tempest, by M. Cholmondeley... 3.10
The Romance of Beauty (Winifred), by Roy Horniman... 1.75	A Well's Progress, Rhoda Broughton... 6.50
Man and Master, by Lawrence L. Lynch... 1.75	John Glynn, by A. Paterson... 6.50
The Gilds of China. With an Account of the Gild Merchant or Co-Hong of Canton, by H. B. Morse... 3.10	The House of Mirth, by E. Wharton... 6.50
In the Wake of the Setting Sun, by J. Carter, illus... 6.50	Elizabeth and Her German Garden, by Folk Tales From Tibet. Collected and Trans., by Capt. O'Connor... 9.00
The Chinese Empire. General and Missionary Survey, by Marshall Broomhall, illus... 6.50	



The GOLD MEDAL for Quality in the Franco-British Exhibition has been awarded to  
"WHITE HORSE" WHISKY.  
MACKIE & CO. DISTILLERS LTD. Estab. 1742.  
LAGAVULIN DISTILLERY, ISLAY.

Obtainable at ALL STORES OR FROM THE SOLE AGENTS:  
LANE, CRAWFORD & CO. \$15 PER DOZ.  
NOTE—Any persons proved guilty of re-filling our empty bottles with inferior Whisky will be refused supplies. [a34]

## HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons  
String Band Pl.ys during Tiffin and Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Dressing Rooms.  
Mistress in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.  
[a2]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a92]

## "KINGSCLERE" PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND MACDONNELL ROAD.  
Telephone No. 134.  
Telegraphic Address: "SACHSOLA," A.B.C. Code, 5th Ed.  
ELECTRIC LIGHT, Hot and Cold Water throughout. Billiards, Tennis, Croquet, putting green and fine stabling for horses.  
Proprietress, Mrs. G. SACHSE.  
[a45]

## "BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.  
Telephone, No. 690.  
Apply to—Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a44]

## ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.  
A thoroughly First-Class and Up-to-Date Hotel.  
Large and Airy Rooms, affording every comfort to Residents and Tourists.  
Table D'Hôte at Separate Tables.  
MODERATE RATES.  
Telegraphic address: "Comfort," Hongkong.  
For Particulars, apply to  
M. MATTHAEY, Proprietress.  
Hongkong, 5th October, 1908. [a43]

## VICTORIA HOTEL

SHAMEN—CANTON.

MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION.

## MACAO HOTEL.

MACAO.

Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTRE OF PRATA GRANDE Both Hotels electrically lighted, and under experienced European Supervision.  
GUIDES AND CHAUFFERS PROVIDED.  
Every information and Special attention given to Tourists.

## REASONABLE RATES.

WM. FARMER, Proprietor.

[a1623]

## "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA), MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place. All comforts of a home.  
A most pleasant retreat for those desirous for a few days rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
Macao is 40 miles south-west of Hongkong. Two steamers (s.s. Sui An and Sui Tai) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
[a196] THE MANAGER.

## THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situating in close proximity to the Harbour and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
F. DOMBALLE, Proprietaire.  
M. MAILLE



## INTIMATION

A. S. WATSON & CO.  
LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO  
HIS EXCELLENCY THE GOVERNOR.

WATSON'S

HOUSEHOLD  
AMMONIAFOR THE BATH, TOILET AND  
HOUSEHOLD.Promotes a healthy action of the skin; counter-  
acts all effects of perspiration, and is as  
refreshing and invigorating to the system  
as a Turkish Bath.

WATSON'S

## CARBOLIC SOAPS

HIGHLY RECOMMENDED BY THE  
MEDICAL PROFESSIONin three strengths, containing 5%, 10% and 20%  
of pure carbolic acid.

WATSON'S

SOAP for  
PRICKLY HEAT

Containing:

ARINICA, CAMPHOR,

AND

CARBOLIC ACID

A. S. WATSON &amp; CO.,

LIMITED,

THE HONGKONG DISPENSARY  
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

[29]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news  
columns should be addressed to THE EDITOR.  
Correspondents must forward their names and  
addresses with communications to the Editor,  
not for publication but as evidence of  
good faith.All letters for publication should be written on  
one side of paper only.  
No anonymously signed communications that  
have already appeared in other papers will be  
inserted.Orders for extra copies of DAILY PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply is  
limited. Only supply for Cash.  
Telegraphic Address: PRESS.  
Cable: A.B.C. 5th Ed. Lieber.  
F.O. Box, 84. Telephone No. 12.

## BIRTH.

On the 11th August, at Sherrin, the wife of  
Lieut. A. Watson, Royal Garrison Artillery,  
of a daughter. [1062]

## MARRIAGE.

At St. Paul's Church, Carlisle, on the 10th  
inst., by the Rev. W. E. Strickland, Vicar, assisted  
by the Rev. Canon Lott, and the Rev. Syden-  
ham Dixon, uncle of the bride, GERALD BRUCE  
St. PIERRE BUNBURY, eldest son of Major and Mrs.  
Bunbury, Bedford, and FRANCES MARY OLIVIA,  
only daughter of Mr. and Mrs. DIXON, Blackwell  
Lodge, Cumberland. (By cable.) [1063]HONGKONG OFFICE: 10A, DES VŒUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, AUGUST 12TH, 1909.

The announcement made in REUTER'S  
telegrams yesterday that Russia was medi-  
ating both at Peking and at Tokyo to secure  
a peaceful settlement of the difficulties which  
have led to an open rupture between China  
and Japan, suggests that St. Petersburg  
has become considerably alarmed by the  
reports from the Far East which have  
been appearing in the newspapers of the  
Russian capital lately. These have  
spoken of the massing of Chinese  
troops in the near neighbourhood  
of Chientao, and counter movements  
by Japanese troops indicating the  
imminence of a conflict. In Japan, too,  
news of the movement of Chinese troops in  
North East Manchuria has created some  
amount of anxiety, but a semi-official ut-  
terance in one of the papers has explained the  
reports as referable to a very simple cause.  
China, it is stated, stations her forces along  
the frontier between Chientao and Korea, in  
the ratio of ten men per mile, but during  
the very hot season she recalls these out-  
posts to cooler positions. This manoeuvre,  
it is added, presents the appearance of mas-  
sing forces, and may possibly be intended to

bear the collateral character of a demonstra-  
tion. The likelihood of a collision of any  
kind between the Chinese troops and the  
Japanese gendarmerie, we are assured, may  
be counted in the last degree improbable.  
It is admitted that "a few Japanese gen-  
darmes" have recently been sent to Chien-  
tao, but the simple reasons were, we are  
told, that the number of Japanese and  
Korean settlers having suddenly increased,  
the detachment of gendarmes already in  
the district had become unable to discharge  
the duties devolving on it, and, in the second  
place, the ordinary reliefs had to be sent.  
The explanation seems very naive, and in  
view of the secrecy which veils Japanese  
military movements generally, it is not sur-  
prising that it tends rather to confirm than  
to dissipate the impression created by the  
reports of an unusual movement of troops  
in Manchuria. The reports from Russian  
sources we have seen make reference to  
trains loaded with artillery and munitions  
of war daily arriving at Mukden, where,  
it was recently reported by the  
Russian newspaper correspondents, there  
are now 22,000 Japanese. We must  
take the intervention of the Russian  
Government to be referable either to a firm  
belief in the progress of warlike prepara-  
tions, or to an eagerness to earn the gratitude  
of the Chinese Government by seeking to  
effect compromises which shall be satisfactory  
to China (and incidentally to Russia), and so  
pave the way for future favours. In the  
present state of public knowledge as regards  
the actual facts of the situation, it is im-  
possible for the mere spectator to say which  
of the two motives govern Russia's action;  
but the evidence afforded by the Japanese  
press recently of a wide-spread belief in  
Japan that a conflict in which China would  
strike the first blow is imminent, is certainly  
some justification for believing that the  
Russian Government has become very  
seriously alarmed and apprehensive of  
an outbreak of war. At the same time,  
Russia's intervention can hardly be regarded  
as wholly unselfish, for Russia's interest in  
man, if not all, of the questions pending  
between China and Japan coincides with the  
claims of China rather than with those of  
Japan. Take the Japanese railway projects,  
for instance. These would seriously affect the  
trade of Vladivostok and the traffic of the  
Siberian railway. One is the line from  
Antung to Mukden, and the other one  
from Chongjin, on the coast of Korea, to  
Kirin, via Chientao. We explained a few  
days ago the position in regard to the former.  
At present it is merely a light railway  
built by the Japanese during the war for  
purely military purposes, and when the war  
was over China granted to Japan a conces-  
sion for this railway for a period of fifteen  
years, when it would revert by purchase to  
China. The agreement gave Japan the  
right to improve the line and make it fit  
for commercial purposes. Japan's inter-  
pretation of this provision is that she may,  
if she deems it necessary, reconstruct the line  
to standard gauge, and this she resolved to  
do at an estimated cost of twenty-three million  
yen. China for nearly three years has been  
objecting to reconstruction, and her per-  
sistence against all right or reason has led  
to an open rupture. Japan last week  
intimating her intention to proceed with  
her plans without further delay. It really  
does seem absurd to suggest that ordinary  
repairs to a Decauville railway formed the  
subject of special negotiation in Peking  
after a great war, and we cannot but conclude  
that what Japan asked for and obtained  
from China was the right to convert the  
temporary track into a permanent line  
which should form part of the Manchurian  
and Korean railway systems. We cannot  
fathom the reason underlying the Chinese ob-  
jection. The only explanations we have seen  
suggested are (1) that the conversion of the  
line would strengthen Japan's position strat-  
egically; and (2) that as China has reserved  
in the lease the right to purchase the line at  
the end of eighteen years, it is to her interest  
to prevent costly improvements. Possibly  
both these considerations weigh with China, and  
it is not improbable that her attitude  
has been stiffened by a little informal  
encouragement from the Russian Minister  
with the object of defending the interests of  
the Siberian railway.

The new railway project, which seems to  
be coming more prominently into notice, is  
one which would give more convenient  
access to Kirin and Mukden than the  
Antung railway. Some time ago there was  
some talk of a compromise in regard to  
Chientao, on the basis of Japan conceding  
China's claim to jurisdiction on condition  
that the Chinese Government agreed to the  
building by Japan of a railway connecting  
Chongjin with Kirin, via Chientao. No  
settlement of the question was reached,  
however, and lately the Chinese have  
manifested a disposition to build the rail-  
way themselves up to the Korean frontier.  
Should this railway be built, whether by  
China or Japan, and connection be made  
with Chongjin on the coast of Korea, it is  
pointed out that the port would quickly  
develop into an important shipping centre,  
the terminus of a route that would be far  
more convenient than Vladivostok for  
travellers and goods from Japan, as well as  
other parts of Asia. Taking all these  
matters into consideration, we can under-  
stand the anxiety of Russia, and her very  
natural wish to have matters settled to her  
satisfaction.

The Siberian Mail of the 20th July was  
delivered in London on the 10th inst.

Brevet-Major H. Findlay, East Kent Regi-  
ment, has been appointed Superintendent of the  
Detention Barracks at Hongkong.

A Peking telegram states that England and  
America have proposed that the second Opium  
Conference be held at The Hague.

The Bandmann Merry Maids Co. arrive by  
the *Sardinia*, and give a performance of "A  
Waltz Dream" this evening at the Theatre  
Royal.

Mr. H. K. Muller, residing at the Club  
Germania, reports to the police that a square  
silver cigarette case, which he bought only a  
few days, had been taken from a drawer in his  
dressing table.

We are asked to draw attention to the adver-  
tisement in another column offering for sale the  
only available plot of freehold land at Bangkok  
suitable for rice or saw mills, docks, shipping  
offices and godowns.

The second officer of the s.s. *Haiyang*, Mr. H.  
Murphy, informs the police that between 10  
o'clock and 10-15 on Tuesday morning somebody  
stole from an unlocked drawer in his cabin \$67.  
As the boy is absent, suspicion falls on him.

The hearing of the charges preferred against  
Mrs. Meyer, of the Colonial Hotel, and two  
compromises of selling brandy out of the nature  
demanded, which should have come up for  
hearing at the Magistracy yesterday, was  
adjourned till the 18th inst.

The police have been informed by Mr. Shar-  
man, storekeeper, residing at 7 Cook Street,  
Humphreys, that on the 21st July, while his boy  
was removing his effects from Kwloon Docks to  
the address given, the boy accompanied with a  
bugle, with silver mouthpieces, value unknown,  
the property of the Hongkong Volunteer  
Corps.

The Yau River district has recently suffered  
much from floods. The old town of Antung has  
been almost submerged. The Japanese residing  
in the old town are rendering assistance, and  
the Red Cross Hospital and the Sino-Japanese  
Charitable Union are doing everything in their  
power to succour the Chinese sufferers. The  
new town has not been injured thus far.

A coolie was charged at the Magistracy yester-  
day with having in his possession 56 lbs. of  
brown sugar, which he told the Magistrate had  
been given him by his master. The master  
appeared and told his Worship that the sugar  
was "beatings" out of a quantity of sugar bags  
which he had given him. The defendant was  
accordingly discharged.

Mr. R. H. Crofton, chief clerk in the  
Colonial Secretariat, on Monday gave his  
messenger boy ten dollars with which to pay a  
private bill. The messenger gave it to a coolie  
and told him to pay the bill. Instead he spent  
the money. He was arrested and brought  
before Mr. Haselwood at the Magistracy yester-  
day and sentenced to two months' imprisonment  
and six hours in the stocks.

An armed robbery took place near Kowloon  
Tong on Tuesday night. About ten o'clock  
four men, one armed with a chopper and the  
others carrying torches, entered the dwelling  
house of a widow, and while one man pressed her  
to the ground the others tied her two daughters  
together. Then they turned their attention to  
the contents of the house, and took away several  
articles of clothing and bangles to the value of  
\$25.

An inquiry took place at the Marine Court  
yesterday before Lieut. Beckwith, Acting  
Harbour-Master, into the circumstances of the  
collision between the steam launches *Lee To*  
and *Lee Yee*, which took place off West Point  
on the 26th July, whereby the latter launch was  
sunk. The Court found that the collision was  
caused by the wrongful act of the coxswain of  
the *Lee To* in altering his course and in giving  
a wrong signal. The Court ordered that his  
certificate be suspended for six months and that  
he then undergo a further examination.

The Glen Line str. *Glenstrae* left Singapore  
on the 10th instant, and is expected to arrive  
here on the 15th instant.

The P. & O. str. *Palma* left Singapore for  
this port on the 10th instant at 1-30 p.m., and  
is due here on the 15th instant at about 10 a.m.

The M.M. str. *Australis* with the French  
Mail of the 18th ult., and mails from London  
of the 17th ult., left Singapore on the 11th  
inst. at 3 p.m., and may be expected to arrive  
here on the 17th inst. afternoon, and will leave  
for Shanghai and Japan on or about the 18th  
inst.

The death took place in Bombay, on the 21st  
ult. of Mr. Noreoji Manekji Wadia, C.I.E.,  
whose estate, estimated at one crore seventy-five  
lakhs of rupees, is understood to have been  
nearly all willed to philanthropic objects.

## TELEGRAMS.

[Protected by the Telegraphic Message  
Copyright Ordinances 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE FINAL TEST MATCH.

ENGLAND V. AUSTRALIA.

LONDON, August 11th.

The English team resumed play  
in the Fifth Test Match at the Oval  
to-day and closed their first innings for  
352 (Sharp 105 in 170 minutes, which  
included 11 fours). (Australia in the  
first innings compiled 325.)

Bardsley and Gregory then went in  
for the Australians, and at the close of  
the day's play made 33 and 35 respec-  
tively, neither being out. The wicket  
was perfect and a crowd of 25,000  
witnessed the match.

Scores:—

ENGLAND.

Spooner	13
MacLaren	15
Rhodes	60
Fry	62
Sharp	105
Woolley	8
Hayes	4
Hutchings	59
Lilley, not out	2
Barnes	0
Cair	0
Extras	18
	352

The bowling analysis gives Cotter  
six wickets for 95; Armstrong, one  
for 93; and Hopkins two for 51.

AUSTRALIA.

Bardsley, not out	33
Gregory, not out	35
Extras	8
	76

[REUTER'S SERVICE TO THE "HONGKONG  
DAILY PRESS."]

## THE KING.

LONDON, August 11th.

H. M. the King has started for  
Marienbad.

## THE CRETAN QUESTION.

LONDON, August 11th.

The prospects of a peaceful settle-  
ment of the Cretan Question are  
improving.

There is a strong feeling at Con-  
stantinople that the Government has  
been acting under strong pressure  
from the Committee of Union and  
Progress, which is stated to be  
encouraging demonstrations hostile  
to Greece and in favour of war.

## THE BRITISH BUDGET.

LONDON, August 11th.

In the course of a debate on the  
Budget the Government intimated  
that it will omit Clause 12 of the  
Finance Bill providing for the taxation  
of ungoten minerals and will sub-  
stitute an alternative clause later.

This is believed to mean a tax on  
royalties.

LATER.

The House of Commons has adopt-  
ed by 223 votes to 119 Clause 10 of  
the Finance Bill taxing undeveloped  
land.

THE ALPS CROSSED IN A  
BALLOON.

LONDON, August 11th.

The Italian aeronaut, Captain  
Spelterini, and three passengers have  
crossed the Alps in a balloon from  
Chamonix.

They reached a maximum height  
of 17,000 feet.

Indian crop telegrams for the week ending  
10th July report that the rainfall was general  
everywhere in the country. The sowings of  
autumn crops continue and agricultural pros-  
pects are good and have been improved.

## SUPREME COURT.

Wednesday, 11th August.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY V. ARNHOLD,  
KARBERG & CO.

The action was resumed in which the Hong-  
kong Milling Company, of which Mr. H.  
Percy Smith is liquidator, claimed \$100,000  
from Arnhold, Karberg and Co. for damages,  
for alleged failure to supply an ice-making  
plant according to stated requirements. Sir  
Henry Berkeley, K.C., and Mr. M. W. Slade,  
instructed by Mr. John Hastings, appeared for  
plaintiffs, defendants being represented by Mr.  
MacNeil, from Shanghai, and Mr. G. C.  
Alabaster, instructed by Mr. H. W. Looker, of  
Messrs. Deacon, Looker and Deacon.

The Chief Justice, before Mr. MacNeil con-  
tinued his address, referred to the visit of the  
Court to the Ice Works on the previous day.  
He said it seemed to him that it would be very  
convenient, and it might save discussion, if both  
parties were agreed as to what they observed,  
because one side might have observed certain  
things, the other side different things, and the  
Court different things again. In these  
circumstances he thought there should be some  
agreement.

Mr. Slade was willing to do anything to  
assist their Lordships, but thought the thing  
was what their Lordships observed.

The Chief Justice—We shall correct it  
afterwards, but I would sooner see what you  
want us to include, because there were two or  
three things I observed which perhaps the  
Puisne Judge did not, and perhaps you did not.

Mr. Slade—What form would it take?  
The Chief Justice said he meant certain facts,  
as on the cutting down the centre of a block of  
the Milling Company's ice certain things were  
observed, such as, that the needles did not come  
out in a bunch as they appeared to at first, but  
that there were four main groups. There were  
what he called the major needles, and in between  
there were minor needles. That was an important  
fact.

Mr. Slade asked if each party would state  
the facts they observed independently.

The Chief Justice thought so, as there were  
about half a dozen facts.

The Puisne Judge said it seemed to him that  
it would be a good thing if both sides stated  
shortly what inferences they had drawn.

Mr. MacNeil suggested that they should be  
handed in writing.

The Chief Justice said there were four main  
groups of needles from the centre to the core.  
Then a cloudy effect was given to the Ice  
Company's ice owing to air streaks. These air  
streaks went right through the blocks.

The Chief Justice said the matter had  
an important bearing on the question  
put to Mr. Haxton as to the relative brilliancy  
of the two ices.

Mr. Slade said he would make another  
examination, as the patches of cloud he saw next  
the plate certainly did not extend through the  
block.

Mr. MacNeil, continuing his address, said  
there was no evidence on which their Lordships  
could fairly act as to the kind of ice being made  
in the year 1907 by the Hongkong Ice  
Co., although Mr. Haxton said he took up  
the existing system and carried it on as it  
had been carried on before. He suggested  
that the warranty as entered into between  
Messrs. Jardine, Matheson and Co. and Mr.  
Rennie was not that kind of serious thing which  
the warranty in this case was alleged to be.  
This warranty was treated as an absolutely  
definite and binding agreement to supply ice  
the same in certain respects as that of the  
Hongkong Ice Co., whereas the warranty  
between Mr. Rennie and the Ice Company was  
of no such serious kind. He further suggested  
that when Messrs. Kewick and Rennie entered  
into it they did not care whether it was carried  
out or not. The refusal of Messrs. Jardine,  
Matheson and Co. to allow Mr. Rennie to  
inspect the kind of ice they made showed  
that they did not particularly care whether  
Mr. Rennie was able to perform his part  
of the agreement. For a very considerable time  
before he entered into the contract with  
Messrs. Arnhold, Karberg and Co., Mr.  
Rennie had been considering the possibility of  
running an ice plant along with his mill. As  
far back as 1905 he had been making inquiries  
with regard to different systems of ice  
making, and some considerable time before  
the contract with Arnhold, Karberg and Co.  
he had been inquiring from the defendant  
firm as to different systems of ice making. It  
appeared also, from correspondence recently  
produced, that Mr. Rennie was not only in  
communication with Arnhold, Karberg and Co.  
but also with other firms regarding ice plants.

When Mr. Rennie signed the contract with  
Messrs. Jardine, Matheson and Co. he either  
deliberately told them that he would do some-  
thing which he thought he could not do, or he  
told them with his eyes open that he would do a  
thing he could do.

Mr. MacNeil, after dealing with the corre-  
spondence which passed between the parties,  
referred to the formal agreement which Mr.  
Davidson personally presented for signature.  
He asked their Lordships to note that the  
engrossment was taken round when Mr. Arndt  
was away.

Mr. Slade—There is a suggestion of fraud!  
Sir Henry Berkeley said the suggestion was  
that advantage was taken of Mr. Arndt's absence  
to try to get the agreement signed. If that  
was not so, the point raised was irrelevant.  
Mr. MacNeil said the suggestion was that the  
agreement was submitted, not for approval, but  
for signature.

Sir Henry Berkeley drew the Court's attention  
to the letter sent by plaintiff's solicitors on the

same day in which they asked that the  
engrossment should be sent to Mr. Arndt  
for approval and signature. The inference of  
fraud was unwarranted.

The Chief Justice did not understand that  
that was the inference.

Sir Henry Berkeley said that was what the  
words implied, and it was a serious imputation.  
The suggestion his friend was making, whether  
intentional or not, was that Mr. Davidson sent  
or took the agreement to Messrs. Arnhold, Kar-  
berg and Co. to get it signed when Mr. Arndt,  
the only one who knew its terms, was absent.

The Court did not think that was Mr. Mac-  
Neil's suggestion.

Mr. MacNeil, proceeding, stated that accord-  
ing to his statement of facts, Messrs. Arnhold,  
Karberg and Co. sold the plant to Mr. Rennie,  
who knew it to be a can ice plant, and who had  
previously arranged with Messrs. Jardine,  
Matheson and Company to supply them  
with ice equal in clearness, purity and quality  
to the ice of the Hongkong Ice Co. His  
clients entered into the contract in the  
belief that it contained no more than what was  
already contained in an implied contract in the  
correspondence which existed between them  
and Mr. Rennie. Further, his clients were not  
fairly treated with regard to the matter of  
the erection of their plant so as to put it  
in a condition of being able to carry out  
the satisfactory production of ice required.  
They were hampered in the completion and  
erection, and therefore found difficulty and  
delay in reaching the point at which they could  
begin to test the powers of the plant with a  
view to finally turning it over in complete  
working order. He further stated that the  
inspection was an inspection made at a  
time when the plant had not been taken  
over in complete working order by the plain-  
tiffs, and therefore was inconclusive for the  
purposes of showing any breach of warranty on  
the part of the defendant. He would further  
state as a fact that defendants were prevented  
by the wrongful action of the plaintiffs, from  
even carrying out the week's test run as provided  
for by the contract. Defendants felt like some  
animal that had been trapped, and not fairly  
They were in a position they felt they ought  
not to be in. They believed they had honestly  
carried out the contract they had honestly made,  
and believed this present claim was an attempt  
to insist on their doing something they  
were never meant to do, and which the  
plaintiffs never intended them to do. Mr.  
Rennie, in giving a warranty to Messrs. Jardine,  
Matheson and Co., must have known what  
he was about, and he had done such things with  
regard to the defendants that if loss fell it should  
be borne by Mr. Rennie, and not by the  
defendants. The conduct of Mr. Rennie stopped  
him from saying defendants were responsible  
for any loss which might have arisen through  
defendants acting as he allowed them to act.

Reverting to the ice, Mr. MacNeil con-  
tended that the word purity did not mean  
transparency. The Milling Company's ice was  
what he should call sparkling, as it was  
brilliantly crystallised. Clearness did not mean  
muddy or dull, but the point was, what clearness  
meant. He could not say the ice of the Ice  
Company was not transparent, neither could he  
say that when one asked for transparent ice  
he asked for clear ice. It seemed to him more  
likely that what was wanted was that quality of  
brilliance which the Milling Company's ice had.

The Chief Justice—It struck me that if a  
lady wanted an ornamental ice block for her  
table, and had one of the Milling Company's  
blocks, all her guests would say how pretty it  
was.

Mr. MacNeil—I don't think I need say  
any more. The Milling Company's product is  
brilliant ice, and is therefore clear. It is  
more brilliant than the ice of the Ice Company.

The Chief Justice—While on that point, what  
does quality cover? It might cover the  
dimensions of the block.

Mr. MacNeil—I don't think the word quality  
was intended to cover solidity. Messrs. Jardine,  
Matheson and Co. wanted clearness and purity,  
and Mr. Rennie said he would give it. When  
he drew up the agreement he gave them clear-  
ness, purity and quality.

His Lordship asked whether quality in the  
eyes of Messrs. Jardine, Matheson and Co. did  
not mean absolutely identical ice blocks, etc.

Mr. MacNeil said he thought all along that  
Jardine were going to take the ice if it was  
marketable, and it was an irresistible conclusion  
to his mind that the fact the Milling Company  
was no longer a going concern must have  
weighed with them in their ten years' contract.

Mr. MacNeil had not concluded his address  
when the Court rose.

## THE OSAKA FIRE.

LOSSES OF THE INSURANCE OFFICES.

The losses of the fire-insurance offices are of  
course not yet accurately ascertained, but the  
total amount of property insured in the area  
destroyed by the fire is roughly as follows:—

Nippon Fire	¥2,000,000
Tokio Fire	2,000,000
Meiji Fire	1,000,000
Yokohama Fire	700,000
Kyoto Fire	900,000
Kobe Marine and Fire	600,000
Osaaka Fire	300,000

Total ¥7,500,000  
The loss of each company is estimated as  
follows:—

Nippon Fire	¥1,300,000
Tokio Fire	1,000,000
Meiji Fire	700,000
Yokohama Fire	300,000
Kyoto Fire	400,000
Kobe Marine and Fire	150,000
Osaaka Fire	150,000

The Hakodate fire raged 22 hours and the  
houses destroyed numbered 12,000. The present  
fire in Osaka raged for 25 hours and did con-  
siderably more damage, so that the loss of the  
insurance offices must be much larger.

[The figures given above are taken from the  
*Japan Chronicle* of the 2nd inst., but later  
telegraphic information has placed the losses  
at a very much higher figure.]







"the blood must be shed" have objected for more strongly than have been able to do so in the past, to constant playing with the idea of a species of sport by a section of the population and the Press, for, as it was pointed out by the speaker, when universal military service was introduced in the United States, every class of the population was directly from the inevitable consequences of war. As soon as a nation in this way called upon to pay with the blood of its citizens the costs of a war brought about by sensational and interested politicians, it is put to the irresponsible activities of a few people; and thus an element of discipline is banished from international politics. The experience of all countries in which universal military service has been introduced



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed-Liebert's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS



MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's JUSTICES of the PEACE for the Colony will be held at the MAGISTRACY, at 2.15 p.m., on FRIDAY, the 20th AUGUST, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz.:

From one G. BERTOLONE for permission to remove the business now carried on by him under an Adjunct Licence on premises numbered 37, Queen's Road Central, to the unnumbered premises in York Buildings which were formerly occupied by Messrs. COTTAM & Co.

F. A. HAZELAND, Police Magistrate.

Hongkong, 9th August, 1909. [1063]

## LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to supply FRESH COAL straight from the Mines. Steamers load at the Wharves. Quick despatch. Telegrams: "LABOR LABUAN," BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [1064]

## VALUABLE LAND FOR SALE.

## IN BANGKOK.

THAT desirable and the only available plot of FREEHOLD LAND, suitable for Rice and or Saw Mills, Docks, Shipping Offices and Godowns, with 2 Substantial and Commodious Buildings, having an Area of about 40,000 sq. meters, with 238 motor River frontage on the one end and 200 facing the Main Road on the other end.

Intending purchasers are requested to communicate to—

L. J. SEQUEIRA, Auctioneer and Land Agent, Bangkok, Siam. [1065]

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

"GREGORY APCAR," Captain S. H. Bolton, will be despatched for the above Ports on TUESDAY, the 17th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th August, 1909. [1066]

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

"LIGHTNING," Captain A. E. Gentles, will be despatched for the above ports on THURSDAY, the 19th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th August, 1909. [1067]

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

## THE P. &amp; O. S. N. Co.'s Steamer

"BORNEO," Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 11th August, 1909. [1]

## NOTICE.

DURING the Temporary Absence of Mr. R. FUHRMANN from the Colony, Mr. HAKON SCHULTZ is authorized to Sign our Firm Per Procuration.

REUTER, BROCKELMANN & Co., Hongkong, 10th August, 1909. [1069]

## HONGKONG JOCKEY CLUB.

## NOTICE.

MEMBERS wishing to put down for RACE MEETING are requested to send their names in to the Undersecretary, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

## PUBLIC COMPANIES

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 21st day of AUGUST, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

THE REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH, Chief Manager.  
Hongkong, 31st July, 1909. [1023]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd AUGUST, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors,  
GEO. A. CALDWELL, Acting Secretary.  
Hongkong, 27th July, 1909. [1015]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 19th AUGUST, 1909, at 3 p.m., alongside Queen's Statue Wharf, The Steam-Launch "SWALLOW,"

Length over all 78 feet.

Breadth 14 feet 4 inches.

Moulded Depth 8 feet.

Capacity—Gross Tonnage 66.53. Net Tonnage 35.96. Compound Surface Condensing Engines 9 1/2 by 18. Working Pressure 125 lbs. 8 years old.

Licensed to carry—Within the Harbour Limits—120 passengers.

Within the Local Trade Limits—81 passengers.

Outside the Local Trade Limits—24 passengers.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th August, 1909. [1044]

## WANTED.

## A YOUNG LADY ASSISTANT

(British) for the Music Department of a Store.

Apply by letter to—"MUSIC,"

Care of "Daily Press" Office.

Hongkong, 9th August, 1909. [1056]

## COAL.

BUNKER COAL can now be supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brokon, at Reduced Rates. Large stock always on hand. Apply SABAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

## SUTTON'S SEEDS

Special Selected Collections for this Climate.

## VEGETABLES AND FLOWERS

IN AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO., 3, Duddell Street. [90]

## FOR SALE.

## REMINGTON TYPEWRITER, with

R. TABULATOR AFFIXED, in Good Condition.

Apply to—"REMINGTON,"

Care of "Daily Press" Office.

Hongkong, 11th August, 1909. [1060]

## FOR SALE.

## ELECTRIC PLANT

Consisting of—

TWO 125 Kilowatt STEAM ALTERNATOR SETS; Output, 60 Amperes at 2,100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROSS & Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

Also

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power, by Messrs. BROWNE and LINDLEY.

For further particulars apply

HONGKONG ELECTRIC CO., Ltd., St. George's Buildings.

Hongkong, 28th July, 1909. [1019]

## THE DAIRY FARM CO., LTD.

## CHOICE AUSTRALIAN

## RABBITS

75 CENTS EACH.

## HARES

\$1.50 EACH.

## HONGKONG ICE COMPANY, LIMITED.

IT IS HEREBY NOTIFIED that, on and after the 15th current, the Selling Price of ICE will be INCREASED to ONE CENT Per Pound.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Ice Co., Ltd.

Hongkong, 13th July, 1909. [957]

## ENTERTAINMENT

## THEATRE ROYAL

## CITY HALL.

## 4 NIGHTS ONLY

## COMMENCING

## TO-NIGHT (THURSDAY),

## AUGUST 12TH.

## MAURICE E. BANDMANN PRESENTS

## THE MERRY

## LITTLE MAIDS

## COMIC OPERA CO.

Thurs. Aug. 12th, The Enormously Successful Comic Opera

Aug. 13th, A WALTZ DREAM.

For the First Time in Hongkong. The Great Gaiety Theatre Success

Aug. 14th, HAVANA.

SATUR. Aug. 14th, The Hit of the Century. The World's Record Breaker

Aug. 15th, THE MERRY WIDOW.

MON. Aug. 16th, Gilbert and Sullivan's Masterpiece

Aug. 17th, THE MIKADO, From the Savoy Theatre, London.

## PRICES... \$3, \$2 &amp; \$1.

Box Plan now Open at—

S. MOUTRIE & Co., Ltd.

Doors Open at 8.30. Commence at 9 p.m.

Hongkong, 2nd August, 1909. [1030]

## TO LET

## TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—E. A. & C. F. CARVALHO, 14, Arbuthnot Road.

Hongkong, 4th August, 1909. [1036]

## TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Rooms.

Apply to—YEE SANG FAT & Co., Opposite General Post Office.

Hongkong, 21st June, 1909. [871]

## TO LET.

NO. 1, ORMSBY TERRACE.

NO. 5, BARROW TERRACE. Cheap Rental.

Apply to—SPANISH PROCURATION.

Hongkong, 31st July, 1909. [1026]

## TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1909. [911]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1909. [818]

## TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

Apply to—REUTER, BROCKELMANN & Co., Small Garden attached. Moderate Rental.

Apply to—ARRATON V. APCAR & Co., 14, Des Voeux Road.

Hongkong, 3rd March, 1909. [399]

## TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Rooms House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

## TO LET.

NO. 3, LYNEEMOON VILLAS, Kowloon. A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate.

Apply to—X. Y. Z., Care of "Daily Press" Office.

Hongkong, 7th July, 1909. [937]

## TO LET.

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings. Also, GODOWN, No. 9, Duddell Street.

Apply to—A. B. AVASIA, 1, Duddell Street.

Hongkong, 1st July, 1909. [912]

## TO LET.

GROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings.

Apply to—A. B. AVASIA, 1, Duddell Street.

Hongkong, 10th August, 1909. [941]

## TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 4th August, 1909. [1035]

## TO LET

## TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—CHATER & MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 23 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 4,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. [96]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1909. [98]

## TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMBER, CANTON, now in occupation of the Canton Kowloon Railway.

NEW FIVE ROOMED HOUSES in Shelley Street, No. 13, Peak. Unfurnished from 1st June, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLILIOS TERRACE, ROBINSON ROAD, newly painted and color-washed exceptionally cheap rentals.

FOR SALE.—FOR CHURCH, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 23rd July, 1909. [100]

## TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—WM. MEYERINK & Co., Hongkong, 2nd July, 1909. [920]

## TO LET.

IN No. 6, DES VOEUX ROAD CENTRAL, OFFICES in GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDIAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club.

DAVID SASSOON & Co., Ltd., Hongkong, 7th August, 1909. [1054]

## TO LET.

"STOWFORD" 12, Bonham Road, and 5 STEWART TERRACE, the Peak.

Apply to—A. B., Care of "Daily Press" Office.

882]

## TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Rang Lay Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

## TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply to—MESSRS. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [807]

## TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 46, Yamnati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 29th June, 1909. [909]



## INSURANCE

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
With Which is Incorporated the  
**OCEAN MARINE INSURANCE CO.**  
TOTAL FUNDS at 31st December, 1908  
£19,121,510.

1. Authorised Capital £26,000,000  
Subscribed Capital 3,275,000  
Paid-up Capital 1,212,500 0 0  
2. Fire Funds 3,234,753 7 10

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 21st July, 1909. [928]

## NOTICE

**WE, THE UNDERSIGNED, Trustees**  
for the Creditors of TSO-KIT KEE  
appointed by Deed Dated the 27th day of  
February, 1909, hereby Give Notice, that  
having on the 27th day of April last paid to the  
Creditors a first dividend of 3 per cent, in  
respect of the Debt due to them respectively,  
we have now declared and are prepared to pay  
a Second and Final Dividend of 18 per cent, on  
the 15th day of August, 1909. We therefore  
request that each of the Creditors on that day  
send us, at the Comptroller Department of  
Messrs. W. G. HUMPHREYS & Co., 16A,  
Queen's Road Central, Hongkong, an Account  
of the Debt due to such Creditors by TSO-KIT  
KEE, together with any promissory note or  
such proof or other Securities held in respect  
thereof.

NG KWOK HING,  
CHIAN FAI YU.

Hongkong, 9th August, 1909. [1057]

AUTOMATIC BROWNING  
POCKET PISTOLS.

CALIBRE 7.65 mm.  
With Chamber for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
STENISSEN & Co.  
Hongkong, 6th March, 1907. [47]

## NEW CARTRIDGES.

BY popular English Manufacturers. In  
all Bore and Sizes.  
SMOKELESS POWERS and CHILLED  
SHOTS. From No. 10 to 8888, at 3s, 3s 6d,  
and \$7.50 100. SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.  
WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [623]

GENTLEMEN, WE HAVE  
SOMETHING TO SUIT  
YOU!

**JUST UNPACKED.**  
A Fine Stock of  
**GENTLEMEN'S & ROSE (SOCKS).**  
Assorted Shades and Designs  
Black, Tan, Striped, Checks, Lisle and Silk  
Lisle, Double Heel and Toe, Plain  
and Lace Worked.  
Warranted Fast Colours.  
Guaranteed Stainless.  
**HOOSIAN-ALI & Co.**  
Hongkong, 3rd August, 1909. [42]

## GRACA &amp; CO.

(Established 1896)  
No. 27 DES VEXE ROAD.  
Dealers in  
**POSTAGE STAMPS**  
AND  
**VIEW POST CARDS.**  
Just Received a Selection of  
SEN'S ILLUSTRATED  
**POSTAGE STAMP ALBUMS**  
of Latest Edition, from \$1.75 to \$16 Each.  
Inspection Invited. [910]

**DAVID CORSE & SON'S**  
MERCHANDISE  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBERG & CO.  
Sole Agents.  
1674]

## SINGON &amp; CO.

**IRON, STEEL, METAL and HARD-  
WARE MERCHANTS.** Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Coke Importers, General Store-  
keepers and Shipchangers, Nos. 35 & 37, HING  
LOONG STREET, (2nd Street, west of Central  
Market) Telephone No. 515. [583]

**A TACK & CO.**  
FURNITURE & PHOTO GOODS STORE.  
26, DES VEXE ROAD, CENTRAL.

DEALERS IN  
**LADIES' & GENTS' BOOTS & SHOES,**  
UMBRELLAS, &c., &c.  
Cameras fitted with  
"ZEISS," "GOETZ," "ROSS" & "ALDIS"  
Lenses.  
**DEVELOPING AND PRINTING**  
— A SPECIALITY.  
Hongkong, 24th April, 1909. [37]

**A LING & CO.**  
19, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS  
STORE.**  
Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [629]

## INTIMATIONS

TENDERS FOR REVENUE  
FARMS.

TENDERS are invited for the Lease of  
Revenue Farms in the State of North  
Borneo from the 1st January, 1910, as set out  
hereunder.

REVENUE FARMS IN THE STATE OF  
NORTH BORNEO.

1. In making arrangements for the leasing of  
the Farms for the next term period of 1910,  
1911 and 1912, the Government reserves to itself  
the right of vesting the Farms (as provided in  
the Proclamations concerned as named in  
Schedule A appended) in any person, by public  
or private sale as may be thought fit.

Subject to the above reservation it is hereby  
notified that tenders will be received at the  
Office of the Secretary to the Governor,  
Sandakan, up to 12 o'clock noon, on the 1st day  
of October, 1909, for the purchase of the exclu-  
sive privileges of the Farms described below for  
a period of one, two or three years commencing  
on the 1st January, 1910.

2. Any person either for himself alone or for  
himself and others, may, either in person or by  
agent duly accredited in writing, on any date  
prior to the said noon of the 1st October next,  
submit to the said Secretary at Sandakan, any  
tender he may think fit for all or any of the  
Farms, provided such tender is in conformity  
with the terms of tendering hereinafter set out  
and fulfils all the conditions required of the  
Farms.

All tenders so made will (except at the express  
wish of the tenders to the contrary) be received  
and treated by the Government as strictly confidential.

On receiving any such tender, Government  
reserves to itself the right of deciding whether  
it shall be considered or not.

If Government decides not to consider the  
tender, it will be returned to the tenderer under  
seal cover.

All tenders accepted for consideration by  
Government will be, in the first instance,  
retained by Government for further consideration  
with the tenders handed in on 1st October,  
1909, which will be opened at noon on that date,  
after which the successful tenderer will be  
selected.

3. The Farms, above referred to, are:—  
**BRITISH NORTH BORNEO.—OPIMUM,  
SPIRIT, GAMBLING and PAWN-BROKING,** as  
follows:—

(a) In one concession for the whole State.

(b) In one concession for any of the following  
Districts of the State, the limits named including  
the interior territory watered by the rivers  
within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory  
bounded on the one side by the true right  
watershed of the Kinabatangan River and on  
the other by the true left watershed of the  
Paitan River.

(ii) KUDAT DISTRICT.—The Territory bounded  
on the one side by the true left watershed of  
the Paitan River and on the other by the true right  
watershed of the Pindasan River.

(iii) WEST COAST DISTRICT.—The Territory  
bounded on the one side by the true right  
watershed of the Pindasan River and on the  
other by the Northern Boundary of Province  
Clarke.

(iv) EAST COAST DISTRICT.—The Territory  
bounded on the one side by the true right  
watershed of the Kinabatangan River and on  
the other by the Dutch Boundary on the South  
at Broekhoek point.

(v) PUNJONG CLARKE.—being the Territory  
between Batu-Batu and the Lawas-Northern  
watershed.

4. The attention of those desirous of tendering  
is drawn to the following terms:—

(a) The tenderer must state in his tender the  
annual sum offered for the Farm rent for the  
three years 1910, 1911 and 1912; a different sum  
may be offered for the first, second and third  
years respectively. The tenderer must also  
clearly state the proportion of the amount of the  
Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to  
accept the highest or any tender, and reserves  
to itself the right of making any arrangements  
it may deem advisable as regards the letting of  
the Farms.

(c) Each tenderer should specify in full, in  
English, and in the vernacular language of the  
tenderer, the names, residences and occupations  
of the persons tendering, and similar information  
regarding any security or any partner that the  
tenderer wishes to propose.

(d) The successful tenderer will be called upon  
to enter a contract under the provisions of the  
Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the  
Farms may be seen on application at the  
Office of the said SECRETARY at Sandakan, or of  
Messrs. GUTHRIE & Co., at Singapore, or of  
Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required  
to deposit with the Finance Commissioner,  
Sandakan, Security to the value of three months'  
Farm rent by means of a deposit of money to the  
amount of one month's Farm rent, and of title  
deeds to the amount of two months' Farm rent.

(g) The retail rates for Opium fixed by  
Government for the Opium Farm from 1910,  
1911 and 1912 are those specified below:—

Per tahil .....	\$ 2.40
" 500 .....	0.30
" 500 packet .....	0.15
" 500 .....	0.12
" 500 .....	0.09
" 500 .....	0.06

(h) The Opium Farmer is responsible for  
seeing that Opium is not sold by retail at the  
Opium Farm or at the Opium shops at prices  
higher than those fixed by Government and  
as named above (g).

The Opium and Spirit Farmers may fix  
their own prices for supplying the Opium and  
Spirit Farm Shops wholesale with Opium and  
Spirits.

(i) During the continuance of the Farm  
period, the Opium and Spirit Farmers will be  
entitled to the use of a Trade-mark (to be  
approved by Government) to be affixed to any  
Opium or Spirits prepared by them, and to any  
vessel containing Spirits for sale.

(j) As soon as the new Farmers have been  
appointed by the Governor, they will be required  
to submit in writing to the Secretary to the  
Governor a Schedule showing full particulars  
of the Title Deeds they propose to deposit  
with the Government as security for the  
said two months' Farm rent. If these are  
considered satisfactory, the new Farmers will be  
required to execute a mortgage of the property  
to the Government as provided for by law.

(k) The Farmer for the West Coast may be  
required to rent certain Farm buildings at  
Jesselton.

(l) The following Proclamations govern the  
conduct of the Farms in B. N. Borneo viz:—  
**SCHEDULE A.**

The Opium Proclamation No. 16 of 1901 as  
amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of  
1902, as amended by No. 1 of 1903, and  
No. 3 of 1906.

The Gambling Proclamation No. 8 of 1901.  
Hongkong, 3rd May, 1909. [596]

LEFT-HANDEDNESS IN ENGLISH  
AND AUSTRALIAN CRICKET.

[BY L. O. S. POIDEVIN.]

It may not have escaped the notice of many  
followers of the summer game that left-handed-  
ness has played an unusually prominent part in  
this season's international cricket. Two left-  
handers, for instance—Hirst and Blythe—did  
practically all the bowling against the Aus-  
tralians at Birmingham, although Rhodes, another  
left-hander, also had a short trial with the ball.  
Macarney and Whitty, Australia's pair of left-  
handers, were also prominent with the ball in the  
same match, whilst no fewer than three of the  
Colonials, Ranford, Bardsley, and O'Connor,  
batted left-handed. In the second match  
between the left-handed batting made the top  
score in the first innings for each side.

King for England, with 66, and Ranford,  
143 not out, for Australia; whilst the latter  
was supplemented by a left-handed  
46 from the blade of Bardsley. Two  
left-handers bowled for England and one for  
Australia. In the Third Test it was the left-  
handed bowling of Macarney that again  
dominated the situation, and the batting of  
Australia's left-handers also assisted largely in  
the victory gained over England.

Incidents in the play might be  
adduced as supplementary evidence of the  
prominence of left-handed effort, such, for  
example, as the brilliant left-handed catches  
made by MacLaren and Jones at Birmingham  
and the clever piece of fielding by which  
Bardsley ran out Hayward at Lord's. These  
facts are, of course, common knowledge. I have  
merely collected them to give point to some  
reflections on left-handedness in English and  
Australian cricket which their contemplation  
has aroused.

The questions naturally arise: Are these  
things worthy of special comment? Is there  
anything beyond mere coincidence about them?  
Inquiry amongst the statistical truths reveals  
the fact that the performance of Hirst and  
Blythe in taking all the Australian wickets at  
Birmingham is a unique record in Test cricket;  
it further reveals the interesting truth that no  
left-handed English batsman has ever made a  
century in a Test Match against Australia,  
whilst eight left-handed batsmen have been  
made for Australia in Tests—Dillingham (three),  
Hill (one), and Ranford (once), each sharing  
the honours between them. To carry the com-  
parison to a more general conclusion, the fact  
is that whereas left-handers have always taken a  
most prominent part in Australian batman-  
ship, and seem likely to continue doing so, in English  
cricket they have occupied, and occupy, much  
humbler position. Australian cricket can look  
back amongst its memories and number among  
the names of its greatest batsmen in turn those  
left-handers "Harry" Woodcock and "Bully" Brown,  
"Joe" Darling and "Clem" Hill, and now Ranford  
and Warner and Bardsley, with the passing  
of time in readiness to carry on the torch of  
"Manley" tradition.

But with English cricket it is quite different;  
her history of representative cricket is practically  
barren of left-handed greatness as regards bat-  
man-ship, and very few left-handers, not more  
than one or two, have ever played for England  
for their batting alone. This must seem more  
than mere coincidence. Dr. W. G. Grace, always  
a strong believer in the virtues of left-handed  
batting, preferred a left to a right hander if at  
all equal in merit, i.e., for an odd place or two in the  
side—not right down the line. Apropos of King's  
appearance in the Test at Lord's recently, it may  
be mentioned that "W. G." sought him out for  
this sort of honour years ago when he advocated  
the inclusion of King in the M.C.C. team which  
P. F. Warner took out to Australia. King is a  
fine player, relatively better on good than on  
bad wickets. Most practical cricketers agree  
with "W. G." in his advocacy of left-handed  
batting for international elevens, but although  
there are plenty of such players to be found to-  
day amongst the ranks of county cricketers few  
of them, one ventures to think, would ever be  
seriously considered as batting units for Eng-  
land's representative team.

It is a curious fact, however—and it bears  
directly upon the point of this discussion—that  
whereas England produces few left-handed bat-  
men with any pretensions to greatness, she  
produces many great left-handed bowlers; in  
Australia it is the exact converse that holds true.  
Now, is there any valid reason for this? In my  
opinion there is, and it largely discovers itself  
in the peculiarities of the playing pitches in the  
respective countries. Young

instance, need the encouragement that comes of  
making big scores; it is good for their develop-  
ment that they should become accustomed to  
being masters at the wicket, for this habit of  
making runs is a grand incentive to higher and  
nobler effort. Proves is elusive and comes not  
by wishing but by doing. It is no use, for  
instance, for the billiard player to know how  
science should be made; he must make them  
over and over again if he would attain to any  
degree of certainty and ease in execution. His  
chances of development are practically impaired  
if he has to play more often than not during  
his educational term on torn table tops of  
various kinds. Similarly with the young and  
developing cricketer. In Australia the condi-  
tions for cricket advancement are perfect, and  
the left-handed batsman, if he has it in him,  
can develop into greatness. In England the  
left-hander's development is thwarted by the  
uncertainty of the playing conditions.

But why are these playing conditions  
so specially difficult for the developing left-  
hander? Simply because 90 per cent. of the  
bowling they meet is right-handed with the  
natural break, at any pace the bowler chooses to  
bow, a leg-break to the left-handed batsman,  
and admittedly leg-breaks are the hardest type  
of break to play. It is largely owing to these  
facts that left-handed batting in England seldom  
reaches beyond mediocrity.

Similarly a very large percentage of batsmen  
are right-handers, and on wickets where the  
ball is "turnable" left-handed bowlers bowl  
leg-breaks to them. Hence the reason of the  
poor effectiveness of such bowling in Eng-  
land, whilst in Australia left-handed bowling  
lacks the encouragement coming from an equi-  
table percentage of bad wickets. The left-  
handed bowler in England is metaphorically in  
clover; in the Antipodes it is with the greatest  
rarity that he finds any "picking" at all.

Australian left-handed batsmen when they  
come to England are faced with these same  
special difficulties. Howell, for instance, a good  
score in Australia, in one English tour only  
managed to get 45 runs in 24 innings. That is  
eloquent testimony in itself. But Clem Hill  
and "Jed" Darling were masters before they arrived  
in England; they were great enough to surmount  
the obstacles in their path to success, and in  
doing so they also helped very materially towards  
the success of their right-handed comrades. On  
"sticky" wickets in particular not only did  
they do something for themselves, but they also  
put a lot of runs in the way of the right-handed  
players. For, in the first place, the left-handed  
bowler presents comparatively few targets to the  
left-handed batsman on the sticky wicket. His  
best ball, that breaking towards the  
left-handed batsman's legs, owing to the big  
break becomes a very bad ball which can  
often be hit to the boundary. This does not  
improve the bowler's length, to the great

benefit of the right-hander, whose *bite*  
the left-handed bowler is. It is pretty  
generally imagined that left-handed batting  
has all the disadvantages of the play; on the  
contrary, there are many real advantages that  
the left-hander enjoys over his right-handed  
comrade. Most bowlers, for instance, probably  
because they are not accustomed to it, right-  
handers included, bowl badly to left-handed  
batsmen. They usually deliver from the op-  
posite side of the wicket, and since the good  
ball to the right-hander generally is a bad one  
to the left-hander the bowler has to change his  
pitch, etc., with the common result  
that he sends down many loose and hit  
balls to both left and right-handers.

Again, fieldsmen, especially slip-fielders, can-  
not field properly to left-handed batting.  
It is curious, but true, and the left-  
hander often benefits from a slip "let-off."  
The worry of crossing over with a left  
and a right-hander batting together tends  
to upset many fielding sides, and the men in a  
long out often get out of position, to the  
benefit of both batsmen and the annoyance of  
the bowler. The fact, too, that very often the  
left-handed batsman plays out a comparatively  
new part of the pitch that has had little or no  
wear frequently gives him a big advantage  
over the right-hander. When you see a right-  
hander struggling for runs owing to the ball  
capering about in unexpected directions on a  
broken wicket, and a left-hander goes in  
and surprises you by playing away as if  
nothing is the matter, bear in mind this little  
fact stated above, and you will in all probability  
be in reality playing on a comparatively new and  
unused pitch. It can readily be appreciated  
what a desirable asset to have on your side is a  
supply of really good left-handed batting. Dur-  
ling and Hill frequently demonstrated this for  
Australia, and Bardsley and Ranford have at  
least done something in emulation of the deeds  
of their giant forerunners. They may yet  
reach the same goal of celebrity and greatness  
as their predecessors, even if they do not follow  
exactly in their footsteps. But what of Eng-  
land's left-handedness.—London Morning Post.

LORD C. BERESEFORD'S  
PROGRAMME.

The following letter appears in *The Times*:—  
Sir, I should be sorry to think that the  
country, which has now an opportunity of con-  
sidering my proposals with regard to a scheme  
of naval defence designed to provide for our  
immediate necessities, should not clearly appre-  
hend the fact that my scheme has the support  
of the distinguished admirals whose names I  
annex. I have been authorized by them to  
make public the following expressions of opinion  
contained in letters received by me:—

Admiral of the Fleet Sir Frederick Richards,  
late Commander-in-Chief, China Station,  
First Sea Lord of the Admiralty: "I agree  
entirely with your proposals."

Admiral of the Fleet Sir Newell Salmon, late  
Commander-in-Chief, China Station, Comman-  
der-in-Chief, Portsmouth: "I am in  
general accord with your views as expressed in  
your speeches."

Admiral of the Fleet Sir Charles Hotham,  
late Commander-in-Chief, Pacific Station, Comman-  
der-in-Chief, The Nile, Commander-in-Chief,  
Chislehurst: "I agree entirely with your proposals."

Admiral of the Fleet Sir Edward Seymour,  
late Commander-in-Chief, China, Commander-in-  
Chief, Devonport: "I speak in my support on  
June 30."

Admiral of the Fleet Sir Gerard Noel, late  
Officer Commanding Home Fleet, Commander-in-  
Chief, China Station, Commander-in-Chief,  
The Nile: "I am entirely in favour of your  
views."

Admiral Sir William Dowell, late Comman-  
der-in-Chief, Devonport: "I most  
entirely agree with everything you said in your  
speech."

Admiral Sir Vesey Hamilton, late Comman-  
der-in-Chief, China, First Sea Lord of the  
Admiralty: "You have full power to  
quote me as fully endorsing your views."

Admiral Sir Edmund Fremantle, late Comman-  
der-in-Chief, China Station, Commander-in-  
Chief, Devonport: "I concur in  
the views expressed by you in your speech of  
June 30."

Admiral Sir William Kennedy, late Comman-  
der-in-Chief, East Indies, Commander-in-  
Chief, The Nile: "I am entirely in  
accord with your views regarding the Navy."

Admiral Sir Compton Domville, late Admi-  
ral Superintendent of Naval Reserves, Commander-  
in-Chief, Mediterranean: "I agree  
with your views entirely."

Admiral Sir Cyprian Bridge, late Director of  
Naval Intelligence, Admiralty, Commander-in-  
Chief, Australia, Commander-in-Chief, China: "I  
quite agree with you as to the  
main points of your speech."

Admiral Sir John Felloe, late Second-in-  
Command, Channel Fleet: "I concur  
in the views expressed by you in your speech of  
June 30."

Admiral C. Penrose-Fitz Gerald, late Un-  
der-Secretary of Naval Affairs, Second-in-Comman-  
d, China Station: "I agree absolutely  
and entirely."

Admiral Sir Arthur Moore, late Lord of the  
Admiralty, Commander-in-Chief, Cape Station,  
Commander-in-Chief, China Station: "With  
regard to the progress of shipbuilding  
of foreign countries, I think steps should be  
taken at once to extend our own pro-  
gramme."

Vice-Admiral Frank Finnis, late Officer Com-  
manding South Atlantic Squadron: "I am  
in thorough agreement with your  
views."

I have the honour to be, Sir, your obedient  
servant,  
CHARLES BERESEFORD, Admiral  
1, Great Cumberland Place, W., July 20.

Commenting on the above *The Times* says:—  
"Lord Charles Beresford's letter which we  
publish this morning may help to open Eng-  
lishmen's eyes. In his speech of June 30 he set  
forth the minimum programme that, if begun  
without delay, will give security to the country.  
He further elucidated that programme and its  
cost in a speech made a week ago, and in a  
table which was then circulated and published.  
We have from time to time pointed out  
that Lord Charles Beresford is the Admiral  
to whom the Navy looks as its best  
leader of a great fleet, as its most experienced  
tactician. He speaks for the Navy, in the  
sense that probably no other officer enjoys so  
fully the general confidence of his commander.  
His letter gives the names of fifteen flag officers  
who are willing that their countrymen should  
be aware of their concurrence in his views. It  
is a remarkable list. The highest rank in the  
Navy is that of Admiral of the Fleet. Ten  
officers hold that rank, six on the active and  
four on the retired list. Half of them publicly  
support Lord Charles Beresford, Sir Frederick  
Richards and Sir Newell Salmon, who are  
retired, express their general agreement. Sir  
Frederick Hotham, Sir Edward Seymour, and  
Sir Gerard Noel, all Admirals of the Fleet on  
the active list, express their entire agreement."

PREMIUM  
BONDS

WE are the largest Dealers in the world in these attractive securities.

## WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by  
the various Governments and Municipalities of Europe; they are redeemable at  
periodical drawings, either with Cash Premiums varying from £10 to £10,000,  
or, at the very least, at their full nominal value.

## EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones,  
payable by convenient Monthly Installments ranging from 15s. to £20.  
Write for Handbook, sent post free.

MELVILLE, Glyn & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

## NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE  
ITALIANA.

(Florio and Rubattino United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship

"ISCHIA."

having arrived from the above Ports; Con-  
signees of Cargo by her are hereby informed  
that their Goods are being landed at their risk,  
into the Godowns and/or extra hazardous God-  
owns of the Hongkong and Kowloon Wharf  
and Godown Company, Ltd., whence delivery  
may be obtained. Perishable Goods to be taken  
delivery of immediately.

All Claims must be sent to the Office of the  
undersigned before NOON on the 15th inst., or  
they will not be recognised.

All Claims will be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 15th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 15th inst., at 9.30 a.m.

No Fire Insurance has been effected.  
CARLOWITZ & Co.,  
Agents.

Hongkong, 6th August, 1909. [4]

## AMERICAN AND MANCHURIAN LINE

## NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

## THE Steamship

"KARONGA."

Captain Leslie, having arrived from the  
above Ports, Consignees of Cargo are hereby in-  
formed that their Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
Kowloon, and stored at Consignees risk and  
expense.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on MONDAY, the 16th inst., at 3 p.m.

All Claims must be presented within fifteen  
days of the steamer's arrival here, after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 16th inst. will be subject  
to rent.







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO Port	SARDINIA Capt. C. C. Talbot, R.N.R.	About 11th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA	DEVANHA Capt. W. H. S. Hall, R.N.R.	About 13th Aug.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 19th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	CALEDONIA Capt. W. Hayward, R.N.R.	19th Aug.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 9th August, 1909.

# CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"KALGAN"	On 12th Aug., 4 P.M.
SWATOW, WEIHAIWEI and TIENTSIN	"KUIKOW"	On 12th Aug., 4 P.M.
SHANGHAI	"ANHU"	On 13th Aug., 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 13th Aug., 9 A.M.
SAMARANG and SOERABAYA	"SHANTUNG"	On 14th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 14th Aug., 4 P.M.
MANILA	"TEAN"	On 17th Aug., 3 P.M.

THURSDAY ISLAND, COOK  
TOWN, CAIRNS, TOWNS-  
VILLE, BRISBANE, SYDNEY,  
with Transhipment for TASMANIA,  
NEW ZEALAND, ADELAIDE,  
FREMANTLE and PERTH

SHANGHAI  
SHANGHAI  
MANILA

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.  
REDUCED FARES, Cargo booked through for all Australian, New Zealand and  
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior  
Passenger accommodation with Electric Light throughout and Electric Fans in the State-  
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHU", "CHENAN",  
"CHINHUA", and "LINAN" with excellent accommodation, Electric Light throughout  
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai  
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze  
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.  
TELEPHONE 35.

For Freight or Passage apply to—  
HONGKONG, 12th August, 1909

BUTTERFIELD & SWIRE,  
AGENTS.

EAST ASIATIC CO., LD.  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,  
ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.  
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"CATHAY"	End of September.

For Further Particulars apply to  
HONGKONG, 5th August, 1909.

MELOHERS & CO.,  
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
KOBE & MOJI	"HINPANG"	Thursday, 12th Aug., 5 P.M.
MOJI	"CHUNSHANG"	Friday, 13th Aug., 4 P.M.
MANILA	"YUENSANG"	Friday, 13th Aug., 4 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 15th Aug., 11 A.M.
SHANGHAI	"LOONGSANG"	Friday, 20th Aug., 4 P.M.
SHANGHAI YOKOHAMA, KOBE & MOJI	"POOKSANG"	Tuesday, 24th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 31st Aug., 3 P.M.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANGSANG" and "POOKSANG" leave about every 3 weeks for  
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a  
to stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang  
Telephone No. 61.

For Freight or Passage, apply to  
HONGKONG, 12th August, 1909.

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO.,  
LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST HAVING LEVIED ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY and FOOCHOW	FRIDAY, 13th Aug., at 2 P.M.
"HAINUN"	SWATOW	SUNDAY, 15th Aug., at Noon.
"HAIKUN"	SWATOW, AMOY and FOOCHOW	TUESDAY, 17th Aug., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO  
FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST  
AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

HONGKONG, 12th August, 1909.

# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, PORT SAID, SUEZ, and SEATTLE, via KIEL, LONDON, HAMBURG, BREMEN, and YOKOHAMA	AWA MARU Capt. A. Kishi TAMBA MARU Capt. C. H. Butler KAGA MARU Capt. M. Hagino	6,500 6,500 6,500	WEDNESDAY, 18th Aug., at Daylight. WEDNESDAY, 1st Sept., at Daylight. TUESDAY, 17th Aug., at 4 P.M.
YOKOHAMA, SHIMIZU and YOKOHAMA	SHINANO MARU Capt. K. Kawara NIKKO MARU Capt. M. Yagi KUMANO MARU Capt. M. Winkler	7,000 6,000 6,000	TUESDAY, 14th Sept., at 4 P.M. FRIDAY, 3rd Sept., at Noon. FRIDAY, 1st Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YEBOSHI MARU Capt. B. Kon KANAGAWA MARU Capt. J. Nagao BOMBAY MARU Capt. W. A. Evans MIYASAKI MARU Capt. T. Murai KUMANO MARU Capt. M. Winkler	4,500 6,500 5,000 9,000 6,000	FRIDAY, 20th Aug., at 5 P.M. FRIDAY, 20th August. FRIDAY, 27th Aug., at 5 P.M. WEDNESDAY, 1st Sept., at Noon.

# EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE,  
COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED  
FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. WM. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

# CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.  
For further particulars apply to

HONGKONG, 4th August, 1909.

T. KUSUMOTO,  
MANAGER.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	E. Rodger	Manila	On 14th Aug., Noon.
RUBI	2540	E. W. Almond	Manila	On 21st Aug., Noon.

For Freight or Passage apply to  
HONGKONG, 2nd August, 1909.

SHEWAN, TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
to HAVRE, BREMEN and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. SPEZIA ... 13th Aug.	S.S. SAMBIA ... 12th August
S.S. C. FERD. LAEISZ ... 17th Aug.	S.S. SLAYONIA ... 18th August
S.S. AMBRIA ... 27th Aug.	FOR HAVRE, BREMEN & HAMBURG:
S.S. NICOMEDIA ... 8th Sept.	S.S. ANDALUSIA ... 1st Sept.
S.S. LIBERIA ... 15th Sept.	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. SAXONIA ... 2nd Sept.
	FOR HAVRE & HAMBURG:
	S.S. SPEZIA ... 14th Sept.
	FOR ANTWERP, ROTTERDAM & HAMBURG:
	S.S. ARABIA ... About mid. of Sept.

Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
HONGKONG, 7th August, 1909.

HONGKONG OFFICE.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,  
HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to  
K. MATSUDA, Manager.  
TOYO KISEN KAISHA, Yok Building,  
HONGKONG, 29th June, 1909.

THOS. COOK & SON,  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East:—  
15, DES VOUX ROAD,  
HONGKONG.

Japan Office:  
14, WATER STREET  
YOKOHAMA.

# OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY



THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and  
fastest route, from the Pacific Coast to Chicago). Taking cargo on  
through Bills of Lading to all Overland Common Points in the U.S.A.  
and Canada, also to the principal ports in Mexico, Central and South  
America.

FOR	STEAMERS	Tons	LEAVES.
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"SEATTLE MARU" Capt. —	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage,  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE  
Taking Cargo on through Bills of Lading to all Yangtze River and North China  
Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 12th Aug., at 10 A.M.
TAMSOI VIA SWATOW, AMOY & FOOCHOW	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 15th Aug., at 10 A.M.
ANPING VIA SWATOW, AMOY & FOOCHOW	"SOSEI MARU" Capt. K. SUGI	WEDNESDAY, 18th Aug., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made  
during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.  
First Class Cuisine.  
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class  
Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local  
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER.

877]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
South America, in connection with INDO-  
CHINA STRAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to

DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1898.

HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns,  
3,000 h.p., Com. C. T. Fuller, Weihaiwei.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns,  
7,000 h.p., Captain F. E. C. Ryan,  
Weihaiwei.

Bedford, 1st class cruiser, Capt. E. S. Fitzher-  
bert, R.N., Weihaiwei.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut.  
Comdr. Hoar. R. O. R. Bridgeman,  
Shanghai.

Britannia, gunboat, 710 tons, 900 h.p., Lieut.  
Comdr. F. B. Noble, Weihaiwei.

Cadmus, British sloop, 1,070 tons, Comdr. H. L.  
P. Heard, Singapore.

Cherub, water tank and tug, 390 tons, 500 i.h.p.  
Master S. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. C. T.  
Borrett, Weihaiwei.

Fame, torpedo-boat destroyer, 310 tons, 6  
guns, 5,700 h.p., Lieut-Comdr. Thomas,  
Weihaiwei.

Flora, 2nd class cruiser, 4,350 tons, 10 guns,  
7,000 i.h.p., Capt. Roland Nugent,  
cruising in Pacific.

Handy, torpedo-boat destroyer, 275 tons, 6 guns,  
4,000 h.p., Lieut-Comdr. Heathcote,  
Hongkong.

Hart, torpedo-boat destroyer, 275 tons 6 guns,  
4,000 h.p., Lieut-Comdr. Monro, Weihai-  
wei.

Janus, torpedo-boat destroyer, 280 tons, 6 guns,  
3,900 h.p., Lt-Comdr. Heathcote, Hong-  
kong.

Kent, 1st class cruiser, 9,800 tons, 14 guns,  
22,000 i.h.p., Capt. G. C. A. Marceau,  
Weihaiwei.

King Alfred, 1st class cruiser. Flag ship of  
Vice-Admiral the Hon. Sir Hedworth  
Lambton, Commander-in-Chief, 14,100 tons,  
18 guns, 30,000 i.h.p., Capt. L. Clinton-  
Baker, Weihaiwei.

Kinsara, river gunboat, 516 tons, Lieut-Comdr.  
T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400  
i.h.p., Comdr. F. H. Walter, Borneo.

Monmouth, cruiser, 9,800 tons, Capt. G. W.  
Smith, Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns,  
Lieut-Comdr. G. P. Leith, West River.

Nightingale, river gunboat, 85 tons, 240 h.p.  
Lieut-Comdr. R. S. Roy, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns,  
6,300 i.h.p., Lt-Comdr. B. J. D. Guy,  
V.C., Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut-Comdr. J. White, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut-Comdr. H. R. Tickle, West  
River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut-Comdr. Alan Dixon, Yangtze.

Taku, torpedo boat destroyer Gunner Barlow,  
Hongkong.

Tamar, receiving ship, 4,500 tons, 6 guns,  
Commodore Lyon, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.  
Comdr. H. R. Godfrey, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.  
Comdr. H. T. Ashley, Yangtze.

Virago, torpedo-boat destroyer, 395 tons, 6 guns,  
6,300 i.h.p., Commander. Stevenson,  
Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p.  
Lieut-Comdr. H. P. Douglas, Port  
Svetlenham.

Whiting, torpedo-boat destroyer, 350 tons, 5  
guns, 5,900 h.p., Lieut-Comdr. C. A.  
Fremantle, Weihaiwei.

Whitson, gunboat 195 tons, 2 guns, 800 h.p.  
Lt. Comdr. John F. Knox, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.  
Lieut-Comdr. H. R. V. Collier, Durner  
Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.  
Lieut-Comdr. G. R. Livingstone, Yangtze.



